



Introduction & overview

Cockburn's traditional owners were the Whadjuk People, part of the Beeliiar group. Their area extended south from the Swan and Canning Rivers. Today, Aboriginal people maintain strong links with the area.¹

Aboriginal campsites along Cockburn's central chain of lakes avoided the salty waters nearer to the coast. Sixteen Aboriginal campsites have been found in Cockburn, most of them located on the fringes of Bibra Lake (*Walliabup*) and North Lake (*Coolbellup*).

The first European settlement in Cockburn was Thomas Peel's ill-fated venture at Clarence (now Woodman Point Reserve). This was dogged by bad luck and indifferent management.

In the 1880s a small group of Pensioner Guards from Fremantle built a compact village around Lake Coogee. To eke out their military pensions, they established small vegetable gardens and orchards. During the late 1890s two further settlements were established, although one failed to take root.

The discovery of gold in Western Australia and the rapid growth of Fremantle and Perth attracted vegetable gardeners and orchardists to Cockburn. The grey sands at Jandakot were made to bear garden produce and to support an influx of people.

At South Coogee a small settlement was formed on the site of the deserted Pensioner Guards village. South Coogee grew to become the nursery of market gardening in Cockburn as new settlers learnt their craft from the established gardeners.

Nearer to Fremantle, new settlements at Hamilton Hill and Spearwood grew to meet the demands for building materials and food.

By 1930 new settlements were scattered throughout Cockburn, although development was stalled during the Depression and again with World War II.

Settlement of the district commenced again in the post-war years. This time rather than market gardens and dairy farms, housing developments were established.

Today, Cockburn is one of the fastest growing areas in metropolitan Western Australia. As well as the remnant market gardens, the City is renowned for its ship building industry located in Henderson.

¹ Much of the following is adapted from the Thematic Framework in 'City of Cockburn Municipal Heritage Inventory', prepared by O'Brien Planning Consultants, September 1997



Aboriginal sites in Cockburn

Prior to European settlement in 1829, Cockburn had a large Aboriginal presence. Archaeologists have found camp sites near North Lake and Bibra Lake. Artefacts and rock engravings found in Cockburn also reflect use of the land.² Chert stone artefacts indicate continual use for at least 2,000 years.

Coolbellup is associated with the mythology of the female Waugal. A swampy area, now called Horse Paddock Swamp, is associated with the 'Firestick Story', a myth of how fire was stolen from the moon and bought to the Beeliam people. Some nearby high ground was used for burials.

Semi-permanent campsites were established around both lakes. The elderly remained near the lakes throughout the year, whilst the remainder dispersed inland in winter. The lakes provided turtle, waterfowl and typha reeds. The lakes were also a site for ceremonial activities.

When the colony was settled, the Whadjuk leader for the Beeliam territory was Midgegooroo. He and his son Yagan were early casualties of the conflict with the colonists.

The first European settlers did not understand or accept the rights of Aborigines to the land. So the arrival of the colonists, with their different attitudes to land ownership and tenure, was to have a devastating effect upon the traditional way of life of Aboriginal people. In addition, the new settlers brought strange diseases with them, including whooping cough and cholera, and the effect on Aboriginal communities was severe.³

Recent Aboriginal camping areas were situated on the southern side of Hope Road, close to the north-eastern edge of Bibra Lake and also along its southern shore. Christine Coomer, Peter Jackson and Freddy Jackson lived in this latter camp.

As a child in the 1940s and 1950s, Judy Jackson spent a lot of time visiting relatives who camped next to Bibra Lake. She later recalled:

There's many, many areas of spirituality... sacred sites. It is a sacred site Bibra Lake and North Lake... It's all oral history and the teaching still goes on.

It was an area where a lot of the historic stories from the invasion of the white people came from... It was also where the main corroborees concerning that area were carried out. ...

² Additional information on Indigenous history is derived from: Rory O'Connor, Gary Quartermaine & Corrie Bodney, *Report on an Investigation into Aboriginal Significance of Wetlands and Rivers in the Perth-Bunbury Region* (Perth: Western Australian Water Resources Council, 1989); and, Cathy Drank & Shona Kennealy, *Recollections of the Beeliam Wetlands: Recollections of Long-time Local Residents* (Cockburn: C. Drake, 1996)

³ For more detail on the Aboriginal History of Cockburn, see 'The Changing Cockburn Coast: Aboriginal and European Heritage in the Cockburn Region', West Australian Planning Commission, March 2008



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We still visit the area. We still... practice our religion, our spirituality, check to see that the conservation of the land is taken care of... It is a very important place.⁴

North Lake and Bibra Lake remain significant cultural sites for Cockburn's Aboriginal residents. Other key Aboriginal heritage sites in the City include:

- Lake Coogee
- Clontarf Hill
- Robb Jetty Camp
- Woodman Point
- Cockburn Lighthouse
- Cockburn Road
- The Indian Ocean.⁵

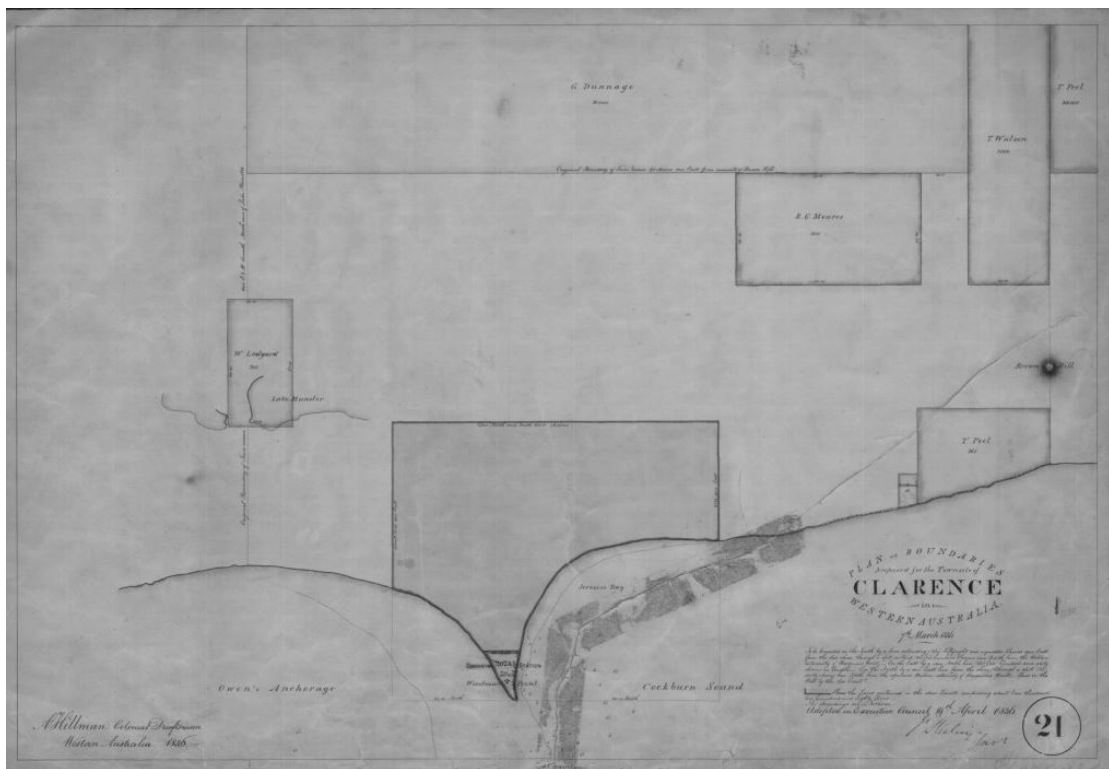
⁴ Quoted in Cathy Drank & Shona Kennealy, *Recollections of the Beelir Wetlands: Recollections of Long-time Local Residents* (Cockburn: C. Drake, 1996)

⁵ See www.dia.wa.gov.au

Early settlement, 1829-70

The first land releases in Cockburn went to Thomas Peel. His experimental settlement, which he called Clarence, was formulated in England and reflected a limited knowledge of Australian conditions. Peel's settlers, who arrived with ambition, faced many difficulties. Fertile land was found only in scattered pockets, preventing united development in any one area.

By 1830 the harsh conditions met by the new Australians had resulted in premature death for many from dysentery and scurvy. The settlement scheme disintegrated and the town of Clarence was deserted after two years. Despite being surveyed in 1836, Clarence townsite blocks were by 1840 still held in the hands of absentee landowners and the sites remained undeveloped. In 1842 only two new land grants were sought in Clarence, reflecting the failure of any substantial development.



Plan of Clarence (1836)

However, some Peel settlers did try to get by, including Richard Meares. On his land grant in Clarence he built a lime kiln, and planted grape vines and fruit trees. However, he saw little hope for the future of the settlement in the depression of the early 1830s and left to go to

other parts of the colony. Others left because the land was not considered good enough to sustain sheep and cattle. These graziers ventured further south to Rockingham or Murray River. Other early settlers turned to subsistence farming to survive.

Those who settled in the district independently of Peel's scheme had more success. George Robb bought a property and left it in the hands of a manager, Sidney Smith, in an area later known as Hamilton Hill. By making sure it was well provisioned, the property became a viable small farm.

Hamilton Hill was also the locality for the first significant vineyard in the new colony. It became a valuable source for root stock for other vines when the owner, Charles MacFaul, withdrew from the venture. However, MacFaul did not leave the Cockburn District. He was appointed the first Government Printer of the Swan River Colony. He brought a Ruthven type and printing press to his Hamilton Hill property and produced the forerunners to the *West Australian: Fremantle Observer, Perth Gazette, and West Australian Journal*.



Davilak House ruins



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Early attempts at industry in Cockburn included a timber felling business run by Thomas Watson. This ran into difficulties as Watson had few markets for his timber and then the labour supply for felling the trees was scarce. Throughout this period, the main source of timber was Woodman Point.

Travel in the Cockburn region was fraught with difficulty. Few roads were built. However, tracks developed along the stock routes created by cattle and sheep or followed the wake of sandalwood cutters' carts being driven to Fremantle Port. The two main roads were the Clarence Road and Dunnage's Track, but both were very rough thoroughfares.

In 1841 a new road from Fremantle to Murray River went through the district. In 1848 another road from Fremantle to Mandurah and Bunbury was surveyed to traverse the Cockburn region.

The disappointing beginnings for Cockburn took many years of struggle and hardship to overcome. Attempts to supplement incomes came with hunting and trapping. Possums and kangaroos were killed for their skins and for meat.

Prospects for Cockburn looked more positive after 1850 and the establishment of a prosperous estate towards the end of this period reflected a promising future. The Manning family purchased the Robb property at Hamilton Hill, known as Davilak Estate. The name came from the Aboriginal belief that the nearby lake held evil spirits. They called it Davilak, Devil's Lake. The Manning family resided in the district for many years and became prominent citizens of the Cockburn region.

The advent of convicts was a catalyst for growth in Cockburn. They supplied labour for the building of roads and bridges such as the improvement of the Clarence-Fremantle and Beenyup roads in the 1850s. Though the convicts were never used in great numbers, their presence encouraged investment and new land grants were sought between 1855 and 1859.

Some people were quick to recognise the increased demand for fresh produce that resulted from the need to feed the convict population. Wellard, realising the situation, gained government contracts to supply meat, thus establishing a meat industry. Firewood contracts also needed to be fulfilled and much of the supply came from Cockburn, mostly from around the lakes.

Walliabup, which held one of the very large lakes, was renamed Bibra at this time, after landowner Benedict von Bibra.

Market gardens expanded, supplying fruit, honey, vegetables and dairy products. Despite this, most land in Cockburn between 1850 and 1870 was pastoral. Large estate landholders used the uncleared, unfenced land for grazing sheep and cattle. This required the use of shepherds who were drawn from the ticket-of-leave convicts or Aborigines, some of whom had previously been imprisoned on Rottnest Island. Specialisation of stock began with the breeding of Devon cattle and Arab horses, the latter for the export market in India.

New settlements and pensioner guards, 1871-90

The changing pace of settlement in Cockburn during the 1870s was influenced by political decisions. Land use regulations encouraged small farmers and prevented the continuation of large scale grazing. Smaller selections of land were possible under 'Special Occupation Leases'. Large pastoral leases were cancelled.



Remains of Pensioner Guard Cottage

Immigration schemes initiated by the Government Surveyor, John Forrest, also encouraged settlement, while speculation by absentee landowners was discouraged. The result was a growing population and an expansion of land under production. Two settlers in this period were John Gilbride (arrived 1870) and Abraham Hake (arrived 1872).

With the growth of population in the Cockburn district the expanding need for better amenities was met by the Fremantle District Roads Board which was established in 1871. The independence of the Cockburn district within the Fremantle Roads Board was maintained by such members as James Hammond, Thomas Briggs, Walter Lawrence and James Hicks

From 1876 to 1882 Cockburn received new arrivals, the Pensioner Guards. The Pensioner Guards were ex-army soldiers employed at Fremantle Prison. They were entitled to a land



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grant at Willagee Swamp or Coogee Lake. The location of these settlements was based on the close proximity of the roads from Albany and Bunbury. Escaped convicts from prison often chose these routes to the port. The Pensioner Guard settlements were intended to discourage this practice.

The blocks were also chosen because of their fertile soil and were to be developed as market gardens. However, these settlements were not a total success. Many guards preferred their quarters at the Barracks and wives disliked the isolation. Despite this, some settled and planted vegetable gardens and built houses from locally quarried stone.

In 1876 Woodman's Point was selected as the site for a Quarantine Station. This was controversial as many preferring an alternative place on Carnac Island. The Quarantine Station was completed in 1886.

During the 1880s development in Cockburn began at Jandakot and Hope Valley. In 1887 land regulations to prevent speculation in these areas led to a rapid increase in population, particularly in Jandakot. The regulations led to the survey and release of Agriculture Areas (AA) which were recognised as having good potential for rural production. To take up land in one of the AAs, conditions encouraged development as quickly as possible.

The religious needs of the people were met by services in private homes. The first Anglican meetings were held in the home of the Miller family. This home, known as Woodlands, was an old homestead originally built by Edward Troode.

Medical facilities were nonexistent, but midwifery services were offered by neighbours. Medicines were patent or homemade remedies. Visiting a doctor meant a trip to Fremantle. These trips sometimes became necessary when whooping cough and diphtheria threatened the well-being of children in this pre-immunisation era.

Excursions to Fremantle were difficult as the roads were mostly unpaved, even though the Roads Board launched an organised program of road building. Difficulties therefore arose in 1875 when convict labour was withdrawn from use. Nevertheless, in 1877 Coogee Road (formerly Koojee) was built from Rockingham Road to Spearwood. This was one of the first roads to go through central Cockburn.

Cockburn Sound, which had already been recognised as an important safe anchorage, continued to be used for many purposes, including the Fremantle Whaling Co and fishermen. Prior to the building of the Lighthouse in 1903, a limestone obelisk was built on Clarence townsite. This was used as a navigation aid to mark the Challenger passage between Carnac and Garden Islands by ships delivering timber to Rockingham.

Development in Cockburn between 1870 and 1889 was steady and the growth of market gardens and small industries paved the way for the future of the area.



The golden west, 1891-1912

The discovery of gold in the 1890s at Halls Creek, Kalgoorlie, Coolgardie and Norseman was a significant factor in the development of the West. While the eastern seaboard suffered a depression, the West experienced a boom. For a market gardening area such as Cockburn, the demand for fresh produce by the miners who flocked to the goldfields was beneficial.

The boom in the West's economy caused land prices to rise. The effects were felt in Spearwood, where many of the large land holdings were subdivided, including Woodlands and Spearwood Gardens Estate. Early settlers buying land at this time included the Smart family. George and Catherine Smart were the first small landholders in Spearwood, setting up a market garden and orchard just before 1900.

Government land policies continued to influence settlement in Cockburn. The Homesteaders Act encouraged 160 acre lots to be taken up. For little cost other than a commitment to develop the land, settlers received grants in areas such as Jandakot. However, only poor quality land remained after the Jandakot Agricultural Areas had been occupied in the late 1880s and 1890s. This created difficulties for new settlers and the result was often failure.

One of the main problems, particularly in Jandakot, was the water supply. Continuous fresh water sources were obtained only through well digging. Swamp water was not potable except near spring wellheads. Land was made more useful after the construction of major drainage schemes throughout Jandakot, Wandi, Success and Atwell. Some of these efforts were major achievements and still exist today.

The Goldfields continued to attract new people to the West, including Victorian farmers who settled at Jandakot. These farmers brought their experience of farming sandy soils and contributed to Jandakot's growth as a major producer of fresh fruit and vegetables. Chinese men, who had originally come for gold, also sought land in Cockburn to try their hand at market gardening. The number allowed to immigrate was, however, limited by the White Australia Policy. Many Chinese migrants settled at Bibra Lake. Successful farmers included Ah Gong, Hi Lory, Yee Lee, Quong Lee, Butt Fan and a group of 30 men who formed 'Quong Fad'.

The Bibra Lake townsite (formerly called Marmion) was declared in 1897. No lots were taken up as it appeared that more rural settlements were preferred. South Coogee developed alongside Jandakot and Bibra Lake. People settled on the abandoned lots of the Pensioner Guards who had forfeited their land. Many difficulties arose in clearing the land which was covered with large timber and stone. In 1899 Hamilton Hill continued the trend of subdividing large tracts of land.

The expanding population and land use brought many new occupations and products. Market gardening continued as did the raising of stock, albeit in fewer numbers. Stock grazing continued on land purchased by the University of Western Australia in 1905. This

University Endowment land was left undeveloped for many years except for its use as commonage to local graziers. Land was also used for fattening cattle before butchering and piggeries were established along with bacon curing sheds.

Dairy farming in Jandakot was pioneered by the Currie Brothers. This was supported by crops of lucerne and maize for stock feed. Timber was still supplied to Fremantle from the region. Commercial vineyards were established and small amounts of wine were produced. Fishing from Cockburn Sound expanded to a viable commercial basis. In Spearwood onions were planted. These were later to become a major product of the Spearwood locality. They were first developed successfully by Frank Simper, Alfred Mayor and James Brindle.



Lime Kilns, Coogee Beach (c. 1913, courtesy of Cockburn Historical Society)

Light industry was established to transform the primary products of the Cockburn district. A large lime kiln was set up to supply lime for making mortar. This was much in demand by the building sector which was experiencing a boom in Perth and Fremantle. At Robb Jetty the meatworks included boiling down works, a slaughter house, bone mill, blood manure factory and skin drying sheds. It was surrounded by extensive stockholding yards as many of the cattle came from the Kimberley region. Alongside the industrial area a magazine was constructed for the storage of explosives.

The Quarantine Station at Woodman Point was extended in 1901. Its administration, which had been under State Government control, was transferred to the Commonwealth following

Federation in 1901. The Station was used for smallpox, venereal disease and the 'Spanish' influenza. There are a number of unmarked graves at Woodman Point.⁶

The rising population in Cockburn led to a demand for more amenities and services. Schools were established in the Agricultural Halls at Bibra Lake and Jandakot. In Coogee educational needs were first supplied to the children in the area in a private home in 1893. The 'school' was moved to the Agricultural Hall on its completion in 1898 where it stayed until a purpose built school opened in 1902. In Hamilton Hill a school opened in 1903.



Coogee Hotel (Courtesy of Cockburn Historical Society)

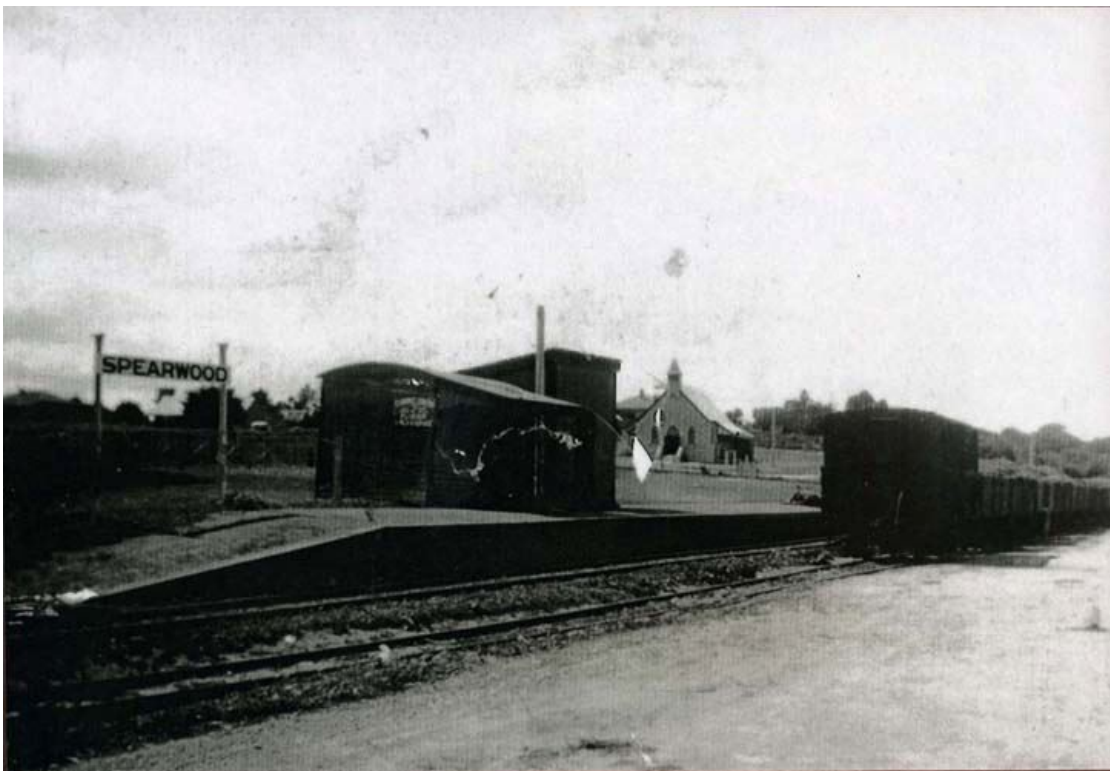
Along with Agricultural Shows, Cockburn residents enjoyed horse racing. Famous to the district was the Coogee Cup. The religious needs of the community continued to be met in private homes until Agricultural Halls were used for services. In Spearwood the Straughair Family offered their store and post office for a meeting place.

Recognition of the growth of Jandakot was found in the establishment of an independent Roads Board in 1892. The first major project tackled by the Jandakot Roads Board was the building of Nicholson Road. Transport throughout this period continued to be a major

⁶ See Coate, Yvonne & Kevin, *Lonely Graves of Western Australia* (Carlisle: Hesperian Press, 1986)

drawback for the farmers of the region particularly Jandakot. Unpaved minor roads were very hard to traverse with heavily laden carts. Attempts to solve the problems of the boggy roads included plank roads which acted as a bridge across the sand. In other parts of Cockburn roads were built to link the market gardens with Fremantle. Coogee and Spearwood both had copious natural supplies of limestone and so fared better than Jandakot as limestone was used to build their roads. Two hotels were built along these routes to service the travellers: the Coogee Hotel and the Newmarket Hotel. The limestone supplies in Coogee were also a source for the building of the Lighthouse in 1902. Using stone quarried on site, the lighthouse was accompanied by two lighthouse keepers' quarters.

The difficulties of transport for Jandakot and its high profile in the district as 'The Garden of Fremantle' led to an increasing demand for a railway. The Jandakot Roads Board and its constituents campaigned heavily for a railway link to Fremantle. After much political lobbying the Jandakot-Fremantle line was approved in 1905. The railway became a significant factor in the development of Jandakot and surrounding areas.



Spearwood Railway Station (demolished 1950s, courtesy of Cockburn Historical Society)

The railway from Fremantle to Jandakot was completed in 1906. It allowed for great improvements, not only in transporting goods to market. The Jandakot area benefited from



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the road building materials such as limestone that became cheaper to transport by rail from Coogee and Spearwood. The Jandakot-Armadale railway link, completed in 1907, led to a regular service to sidings at Robbs Jetty, Spearwood, Bibra Lake, Jandakot, Banjup, Skeets Crossing, East Jandakot and Murphy's Crossing. At first no passenger service was officially supplied but travellers were carried in the guards van. A passenger service began operating at Spearwood in 1913.

The Jandakot townsite was proclaimed in 1909. As had happened in Clarence and Bibra Lake, not many lots were sold as people were determined to maintain their rural lifestyle. The population in Spearwood and Hamilton Hill increased with further subdivision of large estates. Healy's Paddock at Spearwood and the Manning Estate in Hamilton Hill were split up in the pre-World War I period. Drawn to these areas were the British who responded to the immigration schemes of the West Australian Government.

The close proximity of the Port of Fremantle to Spearwood and Hamilton Hill attracted many newcomers who recognised the potential of the land. 1911 saw the first of a new wave of migrants to these localities: people from Southern Europe, mostly of Slavic descent. The settlement of the Slav people was important as they were the last major group to take up land in Cockburn. Market gardeners from this group include Martin Peraldini, Steve Dobra, Antony Vladich and Ted Gerovich.



Wars and depression, 1913-45

A significant change in Coogee came about prior to World War I with the plan for a naval base in Cockburn Sound. The excellent safe anchorage at Cockburn had been recognised by early visitors to the west coast of Australia.

The Commonwealth Government continued this line of thought by choosing Cockburn Sound in 1910 as one of two strategically important naval sites in Australia. In 1913 land for the Henderson Naval Base was resumed from Coogee. This included the land on which the Agricultural Hall was built. A new hall was opened in South Coogee in 1919.

The naval base led to improved roads as more people came to the district. The Fremantle Roads Board supervised the rebuilding of Rockingham Road around the land that had been resumed by the Commonwealth Government for the base. Despite the planning and investment in the base the construction work slowed down after two years. By 1918 it became obvious that the project was not going to be completed and it was officially abandoned.

World War I saw many young men leave their farms in Cockburn, 40 men enlisting from Spearwood alone. Groups such as the Red Cross received generous donations.

The return of the soldiers was joyously celebrated by the district. However, in 1919 Cockburn and other parts of Western Australia were affected by an imported disease thought to have been introduced by a returned serviceman. The Pneumonic Plague devastated some communities as many otherwise healthy people fell to this debilitating and often fatal virus.

United by their common overseas experience, ex-servicemen set up a chapter of the Returned Servicemen's League in 1919. They worked together to build Memorials and Halls in remembrance of fallen colleagues. The end of World War I also saw the Returned Soldiers Settlement Scheme. In Cockburn these new farmers settled on Healy's Paddock.

In 1908 the Spearwood District Fruit Growers and Market Gardeners Association formed. This became vital in the cooperative marketing of the district's produce.

Also in 1908, William Watson bought Woodlands, an estate with a house that had been built in the 1850s. On the estate he established an abattoir to support his already successful small goods industry, now known as Watsonia. Spearwood expanded rapidly, and the need for new amenities for its inhabitants grew. The Spearwood School opened in 1914 as did the Methodist Church. The St. Michael's and All Angels Parish Hall (Spearwood Mission Church) was built in 1916 under the watchful eye of patron William Watson. Catholic worship in Spearwood took place at St Jerome's Church, built 1933. Prior to this the Catholic Services had been held in the Fruitgrowers' Hall.



Fruit Growers & Market Gardeners (1934, courtesy of Cockburn Historical Society)

Sport and entertainment included horse racing, held at various racetracks throughout the district. The close proximity of the beach made it an ideal training ground for race horses.

In 1921 the Bibra and North Lakes Progress Association was formed. This association promoted the extension of North Lake Road through to the Canning Highway and built their local primary school. However, the Bibra and North Lakes localities began to decline in comparison to other areas. Their facilities were poor with no electricity and few substantial roads. The Chinese market gardeners survived but others struggled to make a living.

Outbreaks of two pests determined the future of two types of farming in the Cockburn district. Fruitfly had become a major pest to fruit growers, seriously threatening their livelihood. A united approach to fruitfly eradication by the Fruitgrowers and Gardeners Association, formed in 1913, could not prevent the widespread threat to orchards. Many orchards were pulled out to be replaced with the less troublesome vegetable gardens.

Another serious problem was created by the outbreak of Rinderpest disease which is fatal to cattle. Rinderpest was discovered in 1923. As there was no known inoculation or cure for the plague wholesale slaughter of stock within certain boundaries was seen as the only solution. The dairy industry that had been established at Bibra Lake and Jandakot early in the 1900s



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was severely depleted by the killing of many of their herds. The Department of Agriculture, who handled the program to eradicate Rinderpest, were quick to act and managed to isolate the only outbreak of Rinderpest in the history of Australia.

This was not the only factor that put an end to the dairy industry in Cockburn. The development of trucks also contributed to its demise. The dairy industry traditionally needed to be close to its markets because of the perishable nature of its products. With the introduction of trucks and eventually refrigeration the dairy farms could be further from their market. With this development people sought the greener pastures of the south for their cattle.

Cars, trucks, tractors, motor bikes and buses became increasingly common through the 1920s. By the outbreak of World War II, the horse and cart was outnumbered by motorised vehicles. Charabanc vehicles expanded access to public transport. A bus service, the 'Silver Lining Motor Service', was introduced by Amos (Tiny) Heal, followed by other services. The presence of public transport supported the view that the Cockburn district was evolving into a metropolitan suburb.

Jandakot experienced problems in the post World War I era which saw the rise of Spearwood as the major market gardening locality in Cockburn. The rising water table created difficulties close to the lake area and the market gardeners could not compete effectively with the Spearwood gardens. In 1923 the Jandakot Roads Board was disbanded and the localities of Atwell and Banjup were included within the boundaries of the Fremantle Roads Board. Thus Spearwood took the mantle of 'The Garden of Fremantle'. The decision to extend electricity to Spearwood further increased their standard of living over other parts of Cockburn. Electric street lights were introduced in 1921, though they still needed turning on and off manually.

The period after World War I was one of dynamic change. With technological developments, expanding areas under rural production (with the decline in others), increasing light industry and the introduction of residential areas, Cockburn was looking to a bright future. However the Depression in 1929 severely decreased demand for goods. Many market gardeners survived through hard work and tenacity.

The Depression also affected the Fremantle Roads Board as their revenue dropped along with subsequent spending on public works. They did set up a program of work for sustenance payments for the unemployed. One of the other effects of the Depression on the Roads Board was that it stemmed all talk of developing an independent Roads Board for the Cockburn district.

Hamilton Hill received electricity supply for street lights in 1925, although domestic power did not come until 1926. The subdivision of parts of the Manning Estate in Hamilton Hill into residential lots occurred in 1924. This movement towards smaller blocks allowed the growth of the commercial centre on Rockingham Road around the Newmarket Hotel. Produce

stores in the Hamilton Hill Commercial Centre provided services for locals as well as for people as far out as Bibra Lake and Jandakot. John Greenslade ran one of these stores successfully for many years. Bibra Lake Estate also went through a subdivision in 1920, creating residential lots.



Greenslade's House (Courtesy of Cockburn Historical Society)

Recovery from the Depression was slow and it was not until World War II that there was a return of growth to the economy. West Australian adoption of the war effort saw Cockburn reach full production.

During World War II, production in Cockburn's market gardens increased greatly. Buying agents came to the district to purchase all produce for the armed forces. This prompted specialisation by the gardeners which was particularly noticeable in South Coogee. The war also increased the introduction of motorised mechanical farm implements. Tractors became plentiful and bulldozers changed the method of land clearing. Along with specialisation of crops, motorised farming equipment led to the departure of some farmers from the district.

In search of larger plots to meet demand, some Cockburn residents left. Some of the land was used for residential development to build homes for the industrial workers of the



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nearby Kwinana which was growing. In addition, poultry farms developed along with commercial flower growing. Both these activities could be carried out on smaller lots.



Post-war immigration, 1946-70

Immediately following World War II, European migrants arrived in Cockburn, including many from Italy and Yugoslavia. Their input contributed to an increase of the area under market garden production. Even so, they could not stem the changing pattern away from market gardens and vineyards to a suburban style of living.

Housing projects such as Coolbellup (1955) attracted many people to Cockburn. From 1951 to 1970 the population increased almost sixfold which was one of the highest rates of increase in the metropolitan area. The State Housing Commission was involved in many projects including a swap with the University for its Endowment Land. The transfer enabled the State Housing Commission to build Southwell Estate.

The increase in population led to a larger revenue and greater recognition for Cockburn. In 1955 Cockburn gained the right to its own Roads Board. The Cockburn Districts Roads Board promised to increase amenities and roads under its jurisdiction. One outcome was the development of the Davilak Reserve as a playing field to supply recreation facilities for its expanding population. Another was the establishment of Hargreaves Park in Coolbellup.

One of the issues facing Cockburn Roads Board was the mixing of residential blocks with light industry as was occurring at Coogee Beach. Historically the industry had developed around the coast, providing easy access to the Port. However, by insisting on a right to have access to the coast, Coogee Beach was classified an 'A' class reserve, maintaining public access. The beach and jetty continue to be used for recreational swimming and fishing.

New industry in the region included the Cockburn Cement Company, which commenced full scale production in South Coogee in 1955. In 1966 a paper manufacturer opened in Spearwood, followed closely by wool stores in 1968.

Another development was the acquisition of land for a light aircraft airport. In 1959 land was acquired in Jandakot for an airport that would allow light plane training, helicopters, charter planes and maintenance. The Aerodrome was opened in 1963. The airport is also a base for the Royal Flying Doctor Service. Land was acquired for the building of the Roe Highway and Kwinana Freeway that were to traverse Cockburn. A decline in the use of the railway and increasing costs resulted in the closure of the Armadale-Jandakot railway in 1964. Road transport once again influenced development in Cockburn.

The social, spiritual and educational needs of the Cockburn residents were increasing in the post-war period. New schools in Coolbellup, Spearwood and South Coogee were built to meet the needs of the expanding population. Where high school students had previously travelled to Fremantle, they could now attend Hamilton High School (1962).

Churches grew, changed hands, moved and returned as interest waxed and waned with the altering population dynamics. The community remembered World War II by building



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memorials in honour of those lost. The RSL's active chapters in Cockburn prompted the erection of these memorials.

The modern era of suburban shopping in Cockburn was ushered in by the building of the Phoenix Shopping Centre, the first of its kind in the district. This was an indication that Cockburn was now becoming metropolitan.



Suburban spread, 1971-99

Ten years after Cockburn Roads Board had become Cockburn Shire, the municipality was declared a Township. In the same year, 1971, Cockburn celebrated its centenary of local government.

1971 was the beginning of a period of dramatic growth in residential housing in Cockburn. This put increasing pressure on the natural water resources and wetlands in the district, so protection of the environment became a major issue to residents. The Wetland Conservation Society worked at rehabilitating vegetation at Beeliar Park and in 1986 this was established as WA's first regional park. This was followed by an environment education centre opened at Beeliar in 1993. Smart Park has also been transformed from an old disused quarry into gardens. Smart Park and Bishop Park were both officially opened by Mayor Don Miguel in 1985.

During the 1970s there were many concerns about the water table in Jandakot, serious enough that the Groundwater Scheme was halted. Water problems have continued to plague Jandakot to this day. Various environmental impact studies of Jervoise Bay and the Cockburn Sound resulted in government promises to improve the quality of water in the Sound and to provide an environmental balance by providing more land for parks. Cockburn City Council (proclaimed in 1979) showed its concern for a cleaner environment by initiating a recycling program in 1991.

Cockburn Historical Society was founded in 1976, with Evan Davies as President. In 1979 the Society became involved in a preservation project when it was proposed to move Marchant Cottage to avoid demolition by the progress of the Roe Highway. In 1982, the Azelia Ley Homestead, built in 1920, was classified by the National Trust and the Cockburn Council appointed the Historical Society as custodians. This can now be viewed as the Cockburn District Museum.

The National Trust also classified part of the Woodman Point Quarantine Station which closed in 1979 to reopen for Youth, Sport and Recreation purposes.

Tourism is a new industry attracting people to Cockburn. The Spearwood Cable Ski Park is the first of its kind in Australia, and Adventure World opened in 1982. Visitors often include a stopover at the Coogee Rotary Lookout, built in 1979, which gives excellent views of the district. Carnac Island is visited regularly by boat. The island provides a sheltered bay for swimming and fishing along with the spectacle of seals.

Youth in Cockburn are guided by various programs, particularly sporting programs, which are coordinated by the Cockburn Sports Council.

The Aboriginal Burdekin program was established to encourage and assist young people in education, training and employment.



THEMATIC FRAMEWORK

In 1990 St Michael's and All Angels Parish Hall was restored to its original condition by the Reformed Baptist Church of Western Australia. A foundation stone commemorating the restoration was attached to the church building. The Reformed Baptist Church worshipped at Mell Road for three years before selling it back to its original owners, the Anglican Church.



A new millennium, 2000-10

In 2010, the City of Cockburn is made up of 21 suburbs and has an estimated population of 88,599.

Since 2000, the City of Cockburn sustained a steady growth rate of 3% per annum. This occurred largely from the continued development of green field land, mostly in the lower central and eastern parts of the City.

New suburbs were also created in the early 21st century to meet the needs of population growth:

- Hammond Park (previously a portion of Banjup)
- Aubin Grove (previously a portion of Banjup)
- North Coogee (previously a portion of Hamilton Hill, Spearwood and Coogee)
- Cockburn Central (previously a portion of Jandakot)

New industrial areas were established including Cockburn Commercial Park, Yangebup Business Park and Jandakot Industrial Area.

On the social side of Cockburn, the Coogee Beach Surf Life Saving Club, which is a strong and dynamic club, is planned to have new club facilities. In 2009-10, a new car park and improved beach access are being undertaken.



Place names

Atwell	An area named in 1973 after Ernest Atwell, a landowner since 1896
Banjup	Named in the mid-1950s from the lake in the district
Bibra Lake	Benedict von Bibra built a house opposite the lake
Clarence	Name given to the original Peel settlers' camp and proposed townsite in 1829
Cockburn Sound	Named by James Stirling after Admiral Sir George Cockburn
Coogee	Named from nearby Lake Coogee, originally Lake Munster
Coolbellup	Aboriginal name for North Lake
Davilak Lake	Aborigines believed the lake was possessed by spirits. European settlers called it <i>Davilak</i> from Devil's Lake
Hamilton Hill	Named in 1830 after the farm established by George Robb
Henderson	Named in 1873 after Admiral Sir Reginald Henderson whose report in 1911 led to the beginning of the Henderson naval base at Woodman Point
Jandakot	Known originally as the Black Lands and named from the lake with the Aboriginal meaning <i>place of the whistling eagle</i> (also Jandicott and Jandakott)
Jervoise Bay	Probably named after Captain W. Jervoise who visited the newly established colony in 1829
Mount Brown	Originally named Brown Hill by Surveyor General John Septimus Roe after Peter Brown, first colonial secretary of Western Australia, who attempted to survey the passage into Cockburn Sound in 1829
Munster	Named in 1954 from the original Lake Munster after Prince William, Earl of Munster. The lake was later renamed Lake Coogee. The district is called South Coogee by older residents.
Naval Base	Takes its name from the Henderson Naval Base at Woodman Point



THEMATIC FRAMEWORK

Robb Jetty	Named after George Robb in 1835
Spearwood	Swamps in this area produced trees which were used for spears by Aboriginal people
Success	Name of the ship commanded by James Stirling when he visited in 1827
Thompson's Lake	Believed to be named after Robert Thompson, an early settler who arrived in 1829
Wattleup	Named from a Road in the district known as Wattleup Road since 1951
Woodman Point	Named in 1827 after Thomas Woodman, purser on the <i>Success</i>
Yangebup	First recorded in 1841 and may be derived from <i>Yanget</i> , the Aboriginal word for a rush which grows in the area

CITY OF COCKBURN LOCAL GOVERNMENT INVENTORY – THEMATIC FRAMEWORK

Theme	Pre-1829	1829-70	1871-90	1891-1912	1913-45	1946-70	1971-99	2000-10
Demographic settlement & mobility Why people settled and why they moved away	<ul style="list-style-type: none"> Seven or eight Indigenous family groups, together comprising the Whadjuk People Significant camp sites Use of lakes 	<ul style="list-style-type: none"> Arrival of first settlers; Peel's failed settlement Allocation of land grants; Captain Robb takes up 2000 acres Unsettled land used by graziers Hamilton Hill farm Arrival of convicts 	<ul style="list-style-type: none"> Spearwood subdivided Pensioner Guard settlements 1880s: increasing population New districts: Hope Valley & Jandakot Assisted immigration scheme 	<ul style="list-style-type: none"> Homesteaders Act Bibra Lake townsite Hamilton Hill subdivided South Coogee developed Jandakot townsite Azelia Ley Homestead built 	<ul style="list-style-type: none"> Naval Base – land resumption Manning Estate subdivided Returned soldiers settlement Market gardening declines at Jandakot, Spearwood takes over 	<ul style="list-style-type: none"> Suburban style of living Increased subdivision Coolbellup housing project by SHC 1951-70: population increases sixfold Jandakot land acquired for airport Market gardening continues 	<ul style="list-style-type: none"> 1971: Cockburn becomes a town 1979: Cockburn becomes a city Continued urban dev'tment and housing estates 	<ul style="list-style-type: none"> 3% growth of population Shortage of green field sites for dev'tment Creation of new suburbs to meet needs of changing demographics
Transport & communication How people and goods moved; how people communicated and exchanged information	<ul style="list-style-type: none"> Meeting places Trade and hunting routes Different language groups 1620s: Dutch explorers French explorers 	<ul style="list-style-type: none"> Tracks, e.g. Clarence Road and Dunnages Track Roads based on stock routes Cockburn Sound: safe anchorage 1841: Freo to Murray River Road Convicts build Freo-Mandurah Road, 1848 	<ul style="list-style-type: none"> Organised road building under Freo Roads Board Improved roads and bridges Rockingham Road reaches central Cockburn Channel marker constructed 	<ul style="list-style-type: none"> Nicholson Road built Freo to Armadale Railway Coogee Lighthouse and Keepers' Cottages Robb Jetty Roads built to link Spearwood 	<ul style="list-style-type: none"> Passenger train service; bus services Increase in car ownership Trucks cause decline in dairying as better land available to the south Tractors Number of train sidings increases End of horse and cart 	<ul style="list-style-type: none"> Jandakot Airport Freo-Armadale line closes Bulk cargo jetty at Cockburn Sound Land for Kwinana & Roe Highways reserved 	<ul style="list-style-type: none"> Kwinana Freeway Roe Highway New technologies for communication: mobile phones, fax, etc. 	<ul style="list-style-type: none"> Continued road improvement Campaign for better public transport Internet becomes vital means of communication
Occupations What people did for sustenance; paid and unpaid labour	<ul style="list-style-type: none"> Hunting, gathering, fishing Medicinal herbs 	<ul style="list-style-type: none"> Farming Timber Small orchards Sheep & cattle Lime kilns Printing & newspapers 	<ul style="list-style-type: none"> General farms established Pensioner Guards, employed at Freo Prison Stone quarrying 	<ul style="list-style-type: none"> Market gardening at South Coogee Piggeries, dairy farming, meatworks; Watsonia Factory Freo smelting works Explosives magazines Lime works Hotels 	<ul style="list-style-type: none"> Market gardening expands Vineyards Dairying declines in 1920s Chinese market gardeners Commercial district on Rockingham Road 	<ul style="list-style-type: none"> Spearwood onion production Cement works Wool store Paper manufacturing Commercial flower growing Market gardens specialise 	<ul style="list-style-type: none"> Spearwood Cable Ski Park Adventure World Phoenix Shopping Centre Increased commercial businesses 	<ul style="list-style-type: none"> Development of new business parks Increase in skilled workforce
Social & civic activities What people did together as a community; the issues that divided them; the structures they created to serve civic needs	<ul style="list-style-type: none"> Mythological sites and sacred places Corroborees 	<ul style="list-style-type: none"> Scattered population People occupied with survival Freo used for port and medical assistance 	<ul style="list-style-type: none"> Freo Roads Board established Church services in private homes No formal medical services 	<ul style="list-style-type: none"> Jandakot Roads Board Community and agricultural halls One-teacher schools Churches in homes Newmarket Hotel 	<ul style="list-style-type: none"> Freo Roads Board divided into wards Primary schools Churches established Progress associations Community & Memorial Halls built 	<ul style="list-style-type: none"> Cockburn Roads Board, then Shire of Cockburn Expansion of schools & high schools; Hamilton Hill High School Failed merger of Cockburn and Freo 	<ul style="list-style-type: none"> Town of Cockburn then City of Cockburn Historical Society formed; Azelia Ley Homestead becomes a museum New schools and libraries 	<ul style="list-style-type: none"> Planning for new library, sports and senior facilities
Outside influences Events, decisions or changes which affected the community	<ul style="list-style-type: none"> Various trade and communication with other Indigenous Peoples Colonisation 	<ul style="list-style-type: none"> Swan River Colony established Scattered population in Cockburn Convicts 	<ul style="list-style-type: none"> Land regulations Government immigration schemes Quarantine Station (1886) 	<ul style="list-style-type: none"> Gold rush, and associated boom White Australia policy Commonwealth established Quarantine Station expands 	<ul style="list-style-type: none"> World Wars I & II; associated demand for fresh produce Depression Fruitfly & rinderpest Slavic immigration 	<ul style="list-style-type: none"> European immigration Naval base on Garden Island Industrial dev'tment South Freo Power Station constructed 	<ul style="list-style-type: none"> South Freo Power Station closes Environmental issues; wetlands studies Quarantine Station closes Dev'tment of Jervoise Bay 	<ul style="list-style-type: none"> Boom as a result of resources developed by WA mining Global Financial Crisis
People People who left their mark on the history of the community	<ul style="list-style-type: none"> Midgegooroo Yagan 	<ul style="list-style-type: none"> Thomas Peel George Robb Sidney Smith Charles McFaull Manning family George Dunnage 	<ul style="list-style-type: none"> John Gilbride James Hammond Edward Troode 	<ul style="list-style-type: none"> Azelia Ley (née Manning); John Ley Walter Powell Richard Sawle James Hicks Currie brothers 	<ul style="list-style-type: none"> Sarah Straughair William Straughair Nick Marich Francis Roche Marks Family 	<ul style="list-style-type: none"> Christine Coomer, Peter Jackson & Freddy Jackson, who camped near North Lake 	<ul style="list-style-type: none"> Evan Davies Alan Thomas Wally Hagan Donald Francis De San Miguel 	<ul style="list-style-type: none">